

Delaware Department of Transportation

QUESTIONS AND ANSWERS

T201606110.01

PAVEMENT AND REHABILITATION, NORTH X, 2016, NEW CASTLE COUNTY

Friday, April 22, 2016

Q #	Question	Answer
10	Is it the intent to replace the guardrail before or after the milling/paving? Can the existing guardrail area that we excavate and re-pave be left open for any certain period/length prior to installing the new guardrail? Please provide guidance on the proper sequence for removing/replacing the guardrail for maintenance of traffic.	It is preferred that any guardrail that is removed be replaced at the end of each work shift, if this does not occur the area where the guardrail has been removed must be temporarily protected with an approved barrier at no cost to the department.
9	In the Guardrail plans, sheet no. 5, note 2, it states that existing hot-mix curb that cannot be salvaged due to the installation of new guardrail must be replaced and is incidental to item 401816. I don't anticipate being able to salvage any existing hot-mix curb where there is new guardrail due to the excavation required, so would it be possible for the hot mix curb item to be added to pay for this work? Also, the curb will have to be placed separately than the hot mix maintenance strip requiring a separate operation, and will most likely require a different asphalt mix. Is there a detail/spec available for the hot mix curb?	The hot-mix curb is critical for routing surface runoff and providing erosion control for the adjacent side slopes. The hot-mix curb detail was last shown in the standard details in 2010 (see attached). Incidental in this case means that if it is necessary to replace hot-mix curb it will be paid under item 401816.
8	Are any of the ramp areas beyond the existing joints at the ramp entrances/exits near I-95 within the mill/pave limits?	The service roads including the ramps entering and exiting the service center are within the paving limits. The limits will be marked out prior to the start of work.
7	Are the entire lengths of the service roads from the exit at I-95 to the entrance at I-95 within the mill/pave limits with SMA? Or just to the joint near the I-95 entrance/exit?	The entire lengths of the service roads, NB and SB are included in the paving limits. The limits will be marked out prior to the start of work.
6	What are the limits of work within the rest stop?	The limits are defined to the ramps and service roads entering and exiting the service center only. There will be no paving within the parking areas. The paving limits will be marked out prior to the start of work.

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5	What are the time restrictions for closing the entrances and exits to the rest stop?	Unless directed otherwise, the closing of the entrances and exits can be closed during the entire work shift.
4	Where are items 701010, 701011, 701014, 705002, and 746924 being installed on I-95? If these items are inside the rest stop do they have to be done at night?	The will be curb replacement within the service center and also a median nose located on the SB service road will be addressed. Item 746924 is for the replacement of detection loops NB at Exit 4 A-B and SB at Exit 3.
3	The typical section for guiderail maintenance strip shows Type B PG 76-22 hot mix. Can Type B PG 64-22 be used?	The asphalt choice was based on what was already available in the contract. If the project manager chooses to negotiate and use 64-22 that is acceptable.
2	<p>Typical sections for the guiderail show the distance from the face of guide rail to edge of shoulder as variable with the only other information provided being an offset from base line which is across 4 lanes of traffic in most cases.</p> <p>a. Is the contractor expected to pull off the base line for the location of the guiderail?</p> <p>b. Is the contractor Expected to layout the base line? If so how is this paid for?</p> <p>c. Is the maintenance strip for the guiderail going to be variable width or can we construct it the typical 4' width?</p>	<p>a. Yes</p> <p>b. Yes, layout will be paid under item 763621 Construction Engineering, Rehabilitation</p> <p>c. The width will vary in locations where the end treatment is tapered in accordance with the standard details or the existing guardrail offset varies.</p>

Wednesday, April 20, 2016

1	Is it correct for the allowable lane closure hours to be for Tuesday to Friday, 12a to 5:30a, in the third table? It's Monday to Thursday in the 11:30p block.	The table is correct, you will not be permitted to close the third lane on Monday night until 11:30 pm which leads into Tuesday morning.
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